(b) Minus option clause available in the 1998-99 contract was exercised based on outstanding quantities as on 1.1.1999 and after allowing generally 6 weeks work-in-progress. Cut in the wagon orders could not be made for Hindustan Development Corporation & Modern Industries for the reason that the outstanding quantities as on 1.1.1999 for Covered wagons (BCNA) were lesser than the quantities for 6 weeks 'work-in-progress' against orders of 1998-99 as shown below:

(i) Hindustan Development Corporation — 82 Nos. Covered wagons (BCNA)

(ii) Modern Industries — 13 Nos. Covered wagons (BCNA)

M/s. Hindustan Development Corporation were in addition having orders of 125 nos. Open Wagons with 'K' type brake blocks (BOXN 'K'). Out of this, 6 nos. were converted for new type of wagon — High Axle load open wagons (BOXNHA) and balance 119 nos. have been frozen for procurement of High Axle load open wagons (BOXNHA), if successful in trial.

M/s. Modern Industries were also having order of special type of wagon-Open wagon with Stainless steel Body (BOXNCR) placed in 1997-98. This contract has no provision of minus option clause.

Raiway Projects

2001. DR. ALLADI P. RAJKUMAR: Will the Minister of RAILWAYS be pleased to state the details of 11 Rail projects sanctioned recently, Zone-wise:

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING & PROGRAMME IMPLEMENTATION (SHRI RAM NAIK):

The following 11 projects, which were included in the earlier Railway Budgets with the proviso that the work would be taken up after obtaining necessary clearances, have been approved by the Cabinet Committee on Economic Affairs in their meeting held on 4.2.1999.

S.No	Zone	Name of the Project
1.	Central	Construction of new broad gauge line from Baramati to Lonand via Phaltan (54.163 kms).
2.	Eastern	Construction of new BG line from Dumka to Baidyanathdham (67 kms).
3.	South Eastern	Gauge conversion of Bankura Damodar River (BDR). Railway Line from Bankura to Rainagar (96.4 kms).
4.	Northern	Electrification of Ludhiana-Amritsar section (135 RKMs).
5.	Northeast Frontier	Gauge conversion of Katakhal-Bhairabi line (84.15 kms).
6.	Northeast Frontier	Gauge conversion of New Jalpaiguri-Siliguri-Ncw Bongaigaon including branch lines from Alipurduar to Bamanhat and Fakiragram to Dhubri (417.07 kms).
7.	Southern	Construction of a new BG line from Bangalore to Satyamangalam (271.75 kms).
8.	Southern	Gauge conversion of Quilon-Tirunelvcli-Tiruchchendur and Tenkasi-Virdhunagar section (357.50 kms).

S.No.	Zone	Name of the Project
9.	Southern	Doubling of Track between Yesvantpur and Tumkur (64 kms).
10.	South Central	Construction of new Broad Gauge line from Bidar to Gulbarga (116 kms).
11.	South Central	Construction of new Broad Gauge line from Gadwal to Raichur (60.26 kms).

Damaging of Railway Tracks between Delhi and Ambala

2002. SHRIMATI CHANDRESH KUMARI: Will the Minister of RAILWAYS be pleased to state:

(a) whether heavy damage of railway tracks on the Delhi-Ambala Section was reported in the recent past;

(b) whether such serious damage led to cancellation/diversion of prestigious trains for 20 days, resulting into heavy financial losses to Railways;

(c) whether such serious damage was due to running of locomotives with flattened wheels;

(d) whether running of such locomotives affects running speed and sound on tracks from mechanical study; and

(c) if so, what action has been taken against locomotive drivers responsible for (b) above and avoid inconvenience to the passengers in future?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING & PROGRAMME IMPLEMENTATION (SHRI RAM NAIK): (a) Yes, Sir.

(b) Yes, Sir.

(c) The damage was triggered by the passenger of a locomotive with skidded wheels which was allowed to run in this condition due to failure on part of some of the staff to detect and take timely preventive action.

(d) Yes, Sir. Running of a locomotive with flat wheel produces abnormal sound. However, it does not on its own reduce the running speed.

(c) Based on the recommendation and conclusions of the enquiry committee, Disciplinary Action against the locomotive driver has been initiated for failure to abide by rules and instructions. Instructions have been reiterated to all the concerned staff to be alert and look for any such wheel flats on rolling stock.

Laying New Rail Lines in Maharashtra

2003. SHRI SATISHCHANDRA SITARAM PRADHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have received some proposals from the Maharashtra Government and various State Governments for laying new rail lines;

(b) whether these proposals have been accommodated in Railway Budget for 1999-2000; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING & PROGRAMME IMPLEMENTATION (SHRI RAM NAIK): (a) Yes, Sir.

(b) and (c) Demands for 4 new line projects and for speeding up one project have been received from the Chief

14-295 GIPMR/99.